

ABSTRACT

A vehicle speed response type power steering system, wherein, when a vehicle is moving at a relatively slow speed, a relatively large auxiliary power is generated to enable a driver to easily adjust a steering of the vehicle with relatively little steering power, and when a vehicle is moving at a high speed, a relatively small auxiliary power is generated to prevent an abrupt turn in order to stabilize the steering operation of the vehicle, such that formation of appropriate auxiliary power in response to a vehicle speed allows a driver to carry out an easy and safe steering manipulation.

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